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REMARKS

Claims 1-6, 8-15, 18-29 and 31-46 are pending in the present application. Claims 7, 16, 17 and 30 have been canceled, Claims 1, 11, 15, 18, 23, 24, 25, 31, 32, 35 and 40 have been amended and Claims 44-46 have been added to claim additional subject matter described in the specification.

The 35 USC §103 Rejections

Claims 1-4, 8, 9, 11-15, 32-39 and 41-43 stand rejected pursuant to 35 USC §103(a) as obvious in view of US Patent No. 6,408,232 to Cannon et al. (hereafter "Cannon") and further in view of US Patent No. 6,405,126 to Palomo et al. (hereafter "Palomo"). In addition, Claims 5, 6, 24-29, 31 and 40 stand rejected pursuant to 35 USC §103(a) as obvious in view of Cannon and Palomo, and further in view of US Patent Publication No. 2003/0144005 to Videtich (hereafter "Videtich"). Claim 10 stands rejected pursuant to 35 USC §103(a) as obvious in view of Cannon and Palomo, and further in view of US Patent Publication No. 2003/0186715 to McGowan (hereafter "McGowan"). Finally, Claims 18-23 stand rejected pursuant to 35 USC §103(a) as obvious in view of Cannon and Palomo, and further in view of US Patent No. 6,381,535 to Durocher et al. (hereafter "Durocher").

Applicant has amended independent Claims 1, 11, 18, 24, 32, and 35 to include limitations that are not taught, suggested or disclosed by the prior art of record. In addition, Applicant has amended dependent Claims 15, 23, 25, 31, and 40 to further clarify the subject matter claimed and/or in view of amendments to corresponding independent Claims.

Claims 1-6 and 8-10

Claim 1 has been amended to describe that communicating driver specific information includes transmitting a travel itinerary specific to the driver that includes a scheduled passenger

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travel plan and an intended destination of the driver. The scheduled passenger travel plan includes an airplane flight schedule reservation. Claim 1 also describes providing a status update of the airplane flight schedule reservation with the computing system. None of the cited prior art teaches, suggests or discloses transmission of a travel itinerary specific to the driver that includes a scheduled passenger travel plan that comprises an airplane flight schedule as described in Claim 1. In addition, none of the cited prior art of record teaches, suggests or discloses providing a status update of the airplane flight schedule reservation with the computing system as also described in Claim 1.

As a result of the amendment, all of the features described in Claim 1 are not suggested or disclosed by the cited combination of the prior art, and a *prima facie* case of obviousness has not been established. Claims 2-6 and 8-10 depend from Claim 1, and therefore a *prima facie* case of obviousness has not been established for these Claims either. Accordingly, Applicant respectfully requests the removal of the 35 U.S.C. §103(a) rejection of Claims 1-6 and 8-10.

Claims 11-15 and 18

Claim 11 has been amended to describe the step of communicating uni-directionally in a radio frequency spectrum of less than 300 MHz with an FM tuner included in the fleet vehicle to transfer the navigation coordinate and the text string. Conversely, Cannon teaches only bi-directional communication, not uni-directional communication as described in Claim 11. In addition, Cannon does not teach, suggest or disclose communication with an FM tuner in a vehicle as further described in Claim 11.

Claim 15 has been amended to describe the step of the computing system recognizing that additional information is needed for the intended destination and automatically retrieving from other computers the additional information for the intended destination. In the office action, it was asserted that Durocher describes this limitation. However, in the office action it was indicated that additional information is transmitted to a vehicle. In contrast, amended Claim 15 describes a computing system that automatically retrieves additional information for an intended destination from other computers. In addition, Claim 15 describes the step of converting the intended destination and the retrieved additional information to a navigation coordinate and a text string with the computing system and transferring the navigation coordinate and the text string to a fleet vehicle. Clearly, additional information is not being transmitted to a

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vehicle as asserted in the office action. As further described in Claim 44, the computing system recognizes that insufficient information has been provided to convert the destination information into the text string and the navigation coordinate.

For at least the foregoing reasons, all of the features described in amended Claims 11 and 15 are not suggested or disclosed by the cited combination of the prior art, and a *prima facie* case of obviousness has not been established. Claims 12-15 and 18 depend from Claim 11, and therefore a *prima facie* case of obviousness has not been established for these Claims either. Accordingly, Applicant respectfully requests the removal of the 35 U.S.C. §103(a) rejection of Claims 11-15 and 18.

Claims 18-23

Claim 18 has been amended to describe the step of capturing a travel itinerary that includes an intended destination of the driver and a passenger travel plan of the driver that includes a schedule for a passenger travel reservation, where the travel itinerary and the passenger travel plan are captured in a driver profile record within the computing system. None of the cited prior art teaches, suggests or discloses the capture of a travel itinerary that includes a schedule for a passenger travel reservation in a driver profile record of a computing system as described in Claim 18. Accordingly, a *prima facie* case of obviousness has not been established for Claim 18. Claims 19-23 depend from Claim 18, and therefore a *prima facie* case of obviousness has not been established for these Claims either. Thus, Applicant respectfully requests the removal of the 35 U.S.C. §103(a) rejection of Claims 18-23.

Claims 24-29 and 31

Claim 24 has been amended to describe the steps of maneuvering a rental vehicle out of a communication zone and re-entering the communication zone at a later time. In addition, Claim 24 describes the steps of triggering transmittal of a navigation coordinate indicative of a drop off point for the rental vehicle and a return time of the rental vehicle in response to re-entry, and automatically generating navigation instructions from the navigation coordinate indicative of a drop off point to guide the driver to the drop off point. None of the cited prior art teaches, suggests or discloses the steps described by amended Claim 24. In the office action, it has been asserted that the described steps would have been obvious, however, no teaching in the prior art

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is evidenced. Thus, each and every limitation included in Claim 24 has not been taught, suggested or disclosed by the prior art either alone or in combination and a *prima facie* case of obviousness has not been established. Claims 25-29 and 31 depend from Claim 24, and therefore a *prima facie* case of obviousness has not been established for these Claims either. Thus, Applicant respectfully requests the removal of the 35 U.S.C. §103(a) rejection of Claims 24-29 and 31.

Claims 32-34

Amended Claim 32 describes means for storing driver specific information that is operable to transmit the navigation coordinate of the intended destination to the means for providing navigational directions upon confirmation of identity of the fleet vehicle during a first entry into the communication zone. Claim 32 also describes that the means for storing driver specific information is further operable to transmit a navigation coordinate indicative of a drop off point for the fleet vehicle in response to re-entry of the fleet vehicle into the communication zone. In addition, Claim 32 describes that the means for providing navigational directions to the driver is operable to automatically generating navigation instructions from the navigation coordinate indicative of a drop off point to guide the driver to the drop off point. None of the cited prior art either alone or in combination teaches, suggests or discloses the limitations described in Claim 32. Accordingly, a *prima facie* case of obviousness has not been established for Claim 32. Claims 33-34 depend from Claim 32, and therefore a *prima facie* case of obviousness has not been established for these Claims either. Thus, Applicant respectfully requests the removal of the 35 U.S.C. §103(a) rejection of Claims 32-34.

Claims 35-43

Claim 35 has been amended to describe a computing system configured to store driver specific information that includes a navigation coordinate of an intended destination of the driver, a scheduled passenger travel plan and an assignment of the driver to a fleet vehicle, where the scheduled passenger travel plan comprises an airplane flight schedule reservation. Claim 35 also describes that the computing system is operable to transfer driver specific information that includes the navigation coordinate and a current status of the airplane flight schedule reservation to the navigation unit upon confirmation of the identity of the fleet vehicle. None of the cited

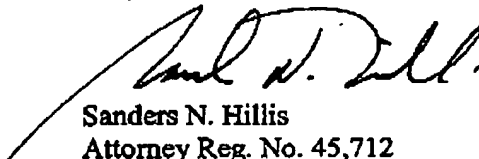
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prior art either alone or in combination teaches, suggests or discloses a scheduled passenger travel plan that comprises an airplane flight schedule reservation as described in Claim 35. In addition, none of the cited prior art teaches, suggests or discloses a computing system operable to transfer a current status of the airplane flight schedule reservation to a navigation unit as also described in Claim 35. Thus, a *prima facie* case of obviousness has not been established for Claim 35. Claims 36-43 depend from Claim 35, and therefore a *prima facie* case of obviousness has not been established for these Claims either. Accordingly, Applicant respectfully requests the removal of the 35 U.S.C. §103(a) rejection of Claims 35-43.

Applicant believes that present claims are allowable in their present form and that this application is in condition for allowance. It is therefore respectfully requested that the Examiner so find and issue a Notice of Allowance in due course. Should the Examiner deem a telephone conference to be beneficial in expediting examination and/or allowance of this application, the Examiner is invited to call the undersigned attorney at the telephone number listed below.

Respectfully submitted,



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